

FARMINGTON CITY COUNCIL SPECIAL MEETING

Tuesday, May 17, 2005

REGULAR CITY COUNCIL/CITY CHAMBERS/CALL TO ORDER

PRESENT: Mayor David M. Connors, Council Members Richard Dutson, David Hale, Larry W. Haugen, Susan T. Holmes, Sidney C. Young, City Manager Max Forbush, City Planner David Petersen, Russell Youd (Horrocks Engineering), Ron Mortimer (Horrocks Engineering), Greg Scott (Wasatch Front Regional Council) City Recorder Margy Lomax, and Recording Secretary Jill Hedberg.

Mayor Connors called the meeting to order at 6:00 P.M. **David Hale** offered the invocation. The Pledge of Allegiance was led by Boy Scout Nick Mason.

Mayor Connors informed the residents that the City had a Master Transportation Plan (MTP) which needed to be amended to accommodate the City's present and future growth. The purpose of the public hearing was to receive input so an informed decision could be made regarding the MTP amendments. He stated that some areas of the MTP were bound by regional considerations, while other areas allowed more flexibility.

Dave Petersen gave a brief history of the Transportation Plan stating it started approximately two years ago in conjunction with the land use plan. The City was divided into twelve traffic analysis zones which transportation engineers used to estimate how many trips were being generated. The estimates were then distributed through a model to determine where improvements should be made. The Master Transportation Plan (MTP) was last updated in 1998. Many changes have occurred since that time, including the addition of the proposed highschool on Glover Lane. He stated that the MTP was an element of the City's General Plan. In order to alter the general plan, the Planning Commission would formulate recommendations from input received at the Planning Commission's public hearing. The recommendations would then be passed on to the City Council at their public hearing. Horrocks Engineering would then update the text and exhibits which would be submitted to the Planning Commission and City Council for another public hearing. He stated that written comments were welcome and would be preserved in the City's permanent records.

PUBLIC HEARING: REVIEW OF TRANSPORTATION MASTER PLAN (Agenda Item #3)

Mayor Connors opened the meeting to a public hearing.

Bus Rapid Transit (BRT) Alternatives

Dave Petersen stated the Master Transportation Plan would include projections through the year 2030. The 1998 MTP projected through the year 2020.

Ron Mortimer of Horrocks Engineering showed a proposed BRT route which would travel on 200 East, which was recommended by the Wasatch Front Regional Council. It was the preferred alternative due to the connection it would have with Centerville's route. The Frontage Road could also be considered as an alternative. BRT would have fewer stops than the regular bus system. The stations would be protected from the elements and would include a platform and a boarding area.

The BRT could be configured using an exclusive lane, an auto-restricted lane, or could mix with regular traffic. Horrocks Engineering recommended the mixed-traffic alternative for Farmington City. The BRT would travel on regular roads but would be able to utilize queue jumpers at intersections to help the bus progress faster. **Mr. Youd** stated the mixed-use alternative would give the most flexibility while having the least impact on residents along the corridor.

Dave Petersen said the Planning Commission Members felt the BRT system should establish three goals:

1. Must serve downtown
2. Must serve Lagoon.
3. Must accommodate extensions at the north end of the County someday.

The Planning Commission felt there were three alternatives that could be considered: the Frontage Road, 200 East, or a preferred route could be selected without implementation until BRT extended to the north. He said the Planning Commission favored the Frontage Road route and listed the pros and cons that had been considered:

Pro:

- More room for Park and Ride lots
- Space is available for a dedicated lane in the future
- Less impact to residences
- Less vehicle/BRT conflict, hence greater speed for BRT

Con:

- Poor continuity to downtown
- Greater impact to west State Street
- Within walking distance to fewer dwellings
- Does not avoid schools until a continuous Frontage Road is created
- Poor continuity with Centerville connection

He said the Planning Commission requested further study on the following issues:

- How critical is downtown? And will it be more or less critical as time goes by?
- When will BRT come on line? How close does this coincide with construction for a continuous Frontage Road?

- Is Centerville's preferred alignment SR 106?

Mr. Petersen said the Planning Commission Members agreed additional studies should be done. They also agreed the Transportation Plan should be adopted even if a recommendation regarding BRT was not ready.

Public Hearing

Mayor Connors opened the meeting to a public hearing.

Leo Wilcox (1110 South 200 East) said he was not in favor of BRT but was pleased the City was considering other routes than 200 East. He stated that current bus ridership did not justify the amount that would be spent on the BRT project. A "faster" bus system would not entice people to ride the bus rather than utilizing their own cars. He was not in favor of a BRT station at Glover Lane and questioned how snow would be removed if dedicated lanes were incorporated into the plan. He felt BRT was appropriate for urban areas, not rural areas such as Farmington.

Matt Tittle (610 South 200 East) was concerned about the safety of the children and the residences. He wanted Farmington to maintain its "hometown feel." He was pleased to hear the Planning Commission had recommended the Frontage Road as the preferred route. He did not think 200 East was a good alternative due to the narrow roads. He had the following questions:

- Would BRT travel to Salt Lake City?
- How would commuter rail affect BRT? Would there still be a need for BRT in Farmington?
- Is there a critical need to bring traffic into downtown Farmington? How many people utilize the downtown public transportation system? Are downtown users coming from the north or the south?

Greg Scott of the Wasatch Front Regional Council responded to **Mr. Tittle's** questions. He stated that BRT would travel to Salt Lake City. There were approximately 2,000 employees within 1/4 mile of Main Street and State Street a few years ago. The Davis County School District reported that 45,000 district employees trained at their downtown facility each year. He said Route 70 had the second highest boarding outside of downtown Salt Lake and there was a strong market for riders traveling between five and fifteen miles.

Harlowe Wilcox (1149 South 200 East) said the cost of BRT was not justified and would have to be subsidized over a long period of time. He felt cars were more convenient than buses. He stated that Farmington was not an urban area and never would be. He felt the residents should be able to vote on the issue.

Lynn Stoddard (793 South 200 East) said he was skeptical as to the impact public hearings would have on the City Council's decisions. He referred to the Legacy Highway hearings where the majority of residents were in favor of the highway being as far west as possible. The decision was then made to have it constructed further east. He was not in favor of BRT but was relieved to hear the Planning Commission had recommended the Frontage Road as the preferred alignment. He was also pleased the Planning Commission planned to research Centerville's alignment before utilizing 200 East.

Henry Warner (127 West State Street) was not in favor of a BRT station on Glover Lane. He suggested BRT enter the freeway in Centerville and exit near Lagoon. He felt the current bus system could service Farmington. He also suggested the City add more street lights.

Russ Workman (1099 South 200 East) apologized to the Planning Commission Members for any offense he may have caused at the April 28, 2005, public hearing. He said Farmington had been compared to Sandy at the previous public hearing. He did not want Farmington to become like Sandy and felt BRT would create an urban environment. He did not think 200 East would be a beneficial route for park and riders or riders who walked to the bus stop. He did not think a downtown station was necessary.

Paul Hayward (1663 West 1410 North) was concerned about BRT traveling near the elementary and junior high school. He did not think school children and public transportation should mix. He suggested the City Council adopt a policy encouraging UTA to be comprehensive in their BRT approach for the benefit of the citizens of Farmington. He felt the bus system needed to be expanded to accommodate riders on the west of Highway 89. He asked if the BRT alignment be more flexible if the mixed-traffic solution were incorporated. He suggested the bus travel on 200 East and then detour to the Frontage Road. He felt smaller buses could transfer riders from the light rail stations to the downtown.

Patricia Anderson (671 Somerset Street) was not in favor of the 200 East alternative. She felt it would affect yards, trees and the safety of pedestrians and cyclists. She was concerned BRT would utilize dedicated lanes in the future. She felt BRT stations and parking lots would create a commercialized environment in Farmington.

Lowell Steele (336 East 830 South) was not in favor of BRT but supported the Planning Commission's recommendation for the Frontage Road route. He felt the current bus system was under utilized and said BRT was a solution to a local problem that did not exist. He suggested studies be done to determine the cost per rider per mile. He did not think there was a need for BRT to travel downtown because commuters were already used to walking at the end of their ride. He felt most downtown riders were people coming to Lagoon, not people working at the county or school district.

Jeff Hymas (241 East 915 South) felt there was a need for mass transit improvements but felt there would be safety concerns if BRT were to travel on 200 East. He suggested creating a continuous Frontage Road that did not pass by the public schools. He stated the park and ride plan on Glover Lane would have a negative impact on property owners. He was in favor of the Planning Commission's alternative to adopt the Master Transportation Plan, adding the BRT elements at another time. He felt it was worth investing the time to determine the best possible route.

Jeane Shaw (949 South 250 East) felt a smaller bus system would be more appropriate. She was against BRT traveling on 200 East due to public school safety issues. She suggested BRT travel on the Frontage Road west of the junior high.

Don Mann (922 S Mountainside Drive) questioned whether there was pressure from other cities or from the Wasatch Front Regional Council to pursue BRT. He also questioned whether the City Council was the deciding factor as to which route would be chosen.

Mayor Connors stated the City did not feel pressure to pursue BRT. He stated that it was his responsibility to plan for the future and to find the best alternatives. He considered WFRC and other cities to be a resource in the decision making process. The City Council would have input as to which route was utilized but regional issues would have an impact on the decision as well.

Don Mann asked who was funding the BRT project.

Mayor Connors said the system would be constructed by UTA so they would find the funding sources, which could include federal and state funds.

Don Mann said the majority of residents were not in favor of the 200 East corridor. He asked the City Council to represent the public's input.

Gary Berger (1964 West Ranch Road) said he had been a daily commuter for approximately ten years. He felt UTA was an adequate system for Farmington's passenger load. He thought this type of plan would be positive in the future but did not feel it was necessary for the community at the present time. He did not think BRT would be more appealing to citizens than the current bus system.

Lisa Brower (133 East 1470 South) did not feel 200 East would be an appropriate route for BRT and was concerned a station on Glover Lane would jeopardize the safety of school children. She stated there was not enough downtown ridership to justify BRT and felt Lagoon's summer shuttle was sufficient for their needs.

West State Street / South Interchange

Russell Youd of Horrocks Engineering said there were regional improvements that could provide the following opportunities for the City at the south interchange and the State Street crossing at I-15:

Legacy Parkway. The West State Street bridge crossing I-15 would be reconstructed if an environmental document is approved. There would be an opportunity to develop an at-grade intersection at the Frontage Road and State Street. The opportunity would not exist after the structure was replaced. The State Street and 200 West intersection traffic would be reduced if an at-grade intersection were created to enter the freeway system. He stated Lagoon's input would need to be considered since their direct access was from the Frontage Road.

South Interchange. There would be a possibility to alter the south entrance and create a continuous Frontage Road when UDOT widened I-15. The 1998 MTP included a roundabout at the south interchange, but the current traffic was too heavy so a roundabout would not be effective. **Mr. Youd** said there were other options available.

Dave Petersen said the Planning Commission recommended creating a continuous Frontage Road. He stated the following pros and cons that had been discussed:

Pro:

- Traffic is reduced in front of the schools and the City park
(Less west Farmington traffic, less congested freeway over-spill traffic)
- Traffic is reduced in the west State Street neighborhood
(Less west Farmington traffic, less congested freeway over-spill traffic)
- The UDOT Frontage Road N/A Line may be removed
- More land becomes available for development (improves tax base)
- May accommodate a potential future Frontage Road BRT alignment with less impact to schools and residences

Con:

- Lagoon must rethink their parking
- It is likely that the direct Freeway connection to the Lagoon entrance will be modified

Mr. Petersen stated some members of the public had questioned why the changes were necessary. He said the areas would be reconstructed whether or not the current road configuration changed. The State Street over pass would be rebuilt at the time of the Legacy Highway construction, and the south Farmington / 200 West Interchange would be rebuilt when I-15 widened to include a 5th lane.

Mayor Connors stated that it was advantageous to have City improvements included in the Master Transportation Plan prior to UDOT's improvements so the costs could be funded by UDOT.

Public Hearing

Mayor Connors invited the public to comment.

Paul Hayward (1663 West 1410 North) suggested relocating Lagoon's entrance to the intersection on the north since there would be more space to queue vehicles. He did not feel the traffic signals could be efficiently manipulated during peak times. He was in favor of a continuous Frontage Road but suggested it be closer to the freeway. He suggested the northbound off ramp "jump" the continuous Frontage Road to access Lagoon, thus eliminating a traffic signal which would back-up traffic onto the freeway.

Alyssa Revell (208 West State Street) said the raised Frontage Road was supported by her neighborhood in order to reduce traffic by the schools and the residential areas. She felt there should be a traffic light installed at the intersection. She suggested incorporating a "real" south interchange into the long term plan, possibly located between the 200 West exit and Glover Lane. She felt the current solutions were "band-aids," not long term solutions.

Mayor Connors asked Horrocks Engineering representatives if creating a south interchange between the 200 West exit and Glover Lane was a possibility.

Russell Youd said there was not enough space at Glover Lane for a full interchange. The cost would be so extreme that there would not be adequate funding. He suggested the possibility of an interchange where the freeway separates from the commuter rail.

David Hale asked if a partial interchange would be possible for people coming from the west to go southbound.

Max Forbush said the interchange would not be possible because the site was being developed for a high school.

Clark Skene (employee of Quantronix located at 380 South 200 West) stated the proposed intersection was generally favorable, although he would like to prevent their property from being impacted if possible. They would welcome access to the Frontage Road from their property. He was in favor of the BRT on the Frontage Road in order to avoid 200 West. He realized a new intersection would impact Lagoon's traffic but felt it would reduce traffic through the school zones and residential areas. He suggested patrons arriving from the south access Lagoon through the new interchange. He supported the development of the commuter rail hub and the Legacy Parkway.

Henry Warner (127 West State Street) questioned whether an off-ramp to the right would be possible if the State Street bridge were to be rebuilt.

Russell Youd said an off-ramp to the right would not be possible due to the complexity of the I-15 entrances.

George Mortimer (327 Spencer Way) was concerned his neighborhood would be forced to intersect with the northbound Lagoon traffic, especially if traffic lights were altered to favor Lagoon's right-of-way traffic. He stated he had sent a letter to **Mr. Petersen** requesting access to I-15 north. He was informed it would be difficult to install an intersection. **Mr. Mortimer** suggested "doing the difficult." He urged against mixing I-15 south with Lagoon's traffic.

Garn Carroll (382 West State Street) felt the City had previous issues that had not been resolved and thought the City was "stuck" with past decisions that had been made. He questioned why the City would want to encourage west side traffic to come east. He felt Farmington would be as congested as Sandy and West Valley in 2030. He supported the raised intersection at State Street and the tie-in with the continuous Frontage Road system. He felt Lagoon's traffic tried to avoid the Burke Lane interchange and was following old traffic patterns. He would like BRT to continue to the Burke Lane interchange to provide for future growth.

Paul Hayward (1663 West 1410 North) suggested the intersection be studied based on the 2030 population. He suggested utilizing a light that indicated caution on one side and that could indicate red on the other side.

Lowell Steele (336 East 830 South) said if planning was being done for 2030, he would suggest routing traffic in the southwest and southeast portion of the City to enter I-15.

Dave Freed (Lagoon Owner) said the most important thing was to keep the traffic flowing. He thought this (a continuous flow) was the perfect configuration for both Lagoon and Farmington City.

North Main (north of Shepard Lane / South of Cherry Hill Interchange)

Ron Mortimer said there were three issues to be discussed. He explained the different plans for the area between Shepard Lane and the Cherry Hill interchange, as shown on his diagram.

He discussed the Main Street / Fruit Heights connection stating there would be less than 1,000 feet of spacing between the two semi-fores. The solution would be to do a roundabout in order to control entry speeds.

Dave Petersen stated the Planning Commission's recommendations:

Somerset/Main: The Planning Commission felt it must be improved to increase safety.

1400 North/Main: The Planning Commission felt additional studies were needed.

Frontage Road Access: The Planning Commission was in favor of the access if UDOT would allow it.

Shepard or Main: The Planning Commission did not have a recommendation.

Main/Northridge Road Intersection: A roundabout was the favored alternative. Drivers would be compelled to find alternative routes through neighborhoods if the traffic were to back up. It would also eliminate the possibility of developers funding the improvements. The Planning Commission suggested a roundabout that would be safer for pedestrians. Horrocks Engineering was having a roundabout specialist create a model.

Paul Hayward (1663 West 1410 North) did not favor the roundabout and was concerned it would create public safety issues. He thought coordinating lights would be a better solution.

Patricia Anderson (671 Somerset) thought Fruit Heights should deal with their traffic issues. She was concerned about the safety of the pedestrians and cyclists who used the road. She did not think an expensive modification was necessary. She said it should not be forgotten that the impact would be permanent. She would like to see roundabout drawings that were to-scale. She urged the Council Members to consider the actual size and cost associated with the roundabout. She said the roundabout would not fix egress or ingress issues. She would like the beauty of Farmington to be maintained.

Doyle Johnson (1702 Canyon Circle) was concerned about the children who walk on 1400 North to Main Street. He said there was a line-of-site issue that needed to be addressed. He suggested reducing the traffic speed to minimize the traffic on Main. He was concerned future commerce would bring more traffic to the residential neighborhood.

Richard Heindel (715 Somerset) was pleased about the proposed stoplight at 1400 North and suggested there be one at the Somerset intersection as well. He was concerned about the merging of five lanes into two lanes because it would be more difficult to enter the roundabout and there would be potential backups. He was also concerned about the snow removal and snow storage issues. He said citizens needed additional information before the decision should be made.

Sharon Treu (931 W Northridge Road) said there would inevitable traffic back up from the roundabout. She was concerned about the cost of the roundabout and that nearby properties would have to be condemned. She would like more information regarding the amount of property that would be needed to accommodate the roundabout and to find out who was funding the improvements.

Dave Mulholland (434 West Welling Way) said he was surprised to hear that the Planning Commission had recommended the roundabout since there were so many citizens who opposed the issue at the Planning Commission public hearing. He urged the City Council to find alternative

solutions for the intersection. He suggested using the old church property as a solution to the 1400 North issue.

Rebecca Mann (36 North Main) was interested in finding a solution to the traffic speed on Main Street. She stated motorists accelerate at the traffic lights which causes safety issues rather than traffic calming.

David Potter (1745 North Main) stated he was not in favor of roundabouts because it would affect access to citizens' property. He would like to see the model of the proposed roundabout. He thought the appropriate steps were being taken to find the appropriate solutions.

David Petersen responded to the citizen's questions.

Who would pay for the improvements? The Impact Fees Specialist, the City Engineer, the City Attorney, and Horrocks Engineering had divided the City into ten quadrant study areas and had studied the improvements that were needed. The list would be available in the near future.

Could a list be created that would prioritize the necessary improvements? Horrocks Engineering created a table with the projections estimated in 1998. They would do the same for the current Master Transportation Plan.

How did the Planning Commission formulate their recommendations? The Planning Commission considered the public input that was received at the public hearing that was held on April 28, 2005. An outline was created and further discussions took place at the Planning Commission Meeting that was held on May 12, 2005.

(Northwest Farmington / Oakridge Area)

Mr. Youd stated that in the 1990's, the Wasatch Front Regional Council did a study on the North Legacy corridor. It was recommended that a corridor be a freeway-to-freeway connection. Due to the local access on Park Lane and the commuter rail, the connection of North Legacy to the Park Lane Interchange Complex was no longer a possibility. However, North Legacy is an important corridor and should be preserved through North Davis County but there is presently nowhere for it to connect. If an adequate connection to I-15 from Legacy Highway cannot be achieved, Park Lane will fail and motorists will take alternative routes such as Shepard Lane or the State Street corridor. A possible solution would be to bring a direct connection to I-15. The least that should happen is for a corridor to be preserved to I-15 as development occurs in order to prevent problems on Shepard Lane and State Street.

Dave Petersen stated that the following Planning Commission recommendations:

- The Planning Commission agreed that Legacy North should be provided for so Park Lane will not fail.
- The Planning Commission agreed to provide a Western Major Collector in order to keep traffic off of Shepard and to move traffic to Park Lane.
- The Planning Commission Members agreed that a Minor collector on Burke Lane across UTA tracks was needed. There were more options needed for the area so traffic could be evenly distributed. The Commission Members were sensitive to the three home owners on Burke Lane, but were lacking other alternatives.

Mayor Connors invited the public to comment.

Paul Hayward (1663 West 1410 North) questioned why the North Legacy problem had to be solved by Farmington rather than Kaysville. He recommended utilizing the City's land to build an alternative access to I-15. He questioned whether the preferred alignment would really be accepted in the future. He thought other solutions should be considered.

Bruce Simmons (1168 North 1500 West) felt Farmington was trying to solve problems that UDOT had not planned for. He suggested Kaysville be an option for the interchange. He felt a "fly over" was too close to Park Lane. He questioned whether a frontage road on the west side of I-15 would be an option.

Chris Bramhall (1644 West 1440 North) questioned why the City would preserve an interchange that would dead-end after 300 feet and was concerned it would create options for additional freeways to come through Farmington. He stated the interchange proposal would only be successful if Legacy North and the interchange were built. He suggested creating solutions that Farmington could have control over, unlike Legacy solutions. He was in favor of the "fly over" option but questioned whether it would actually be built. He felt it was a risk to assume the proposal would occur and suggested finding options to address Farmington's issues, not the region's issues.

A citizen questioned whether Legacy Highway would be built. He was concerned it would divide the community. He suggested Kaysville be an ally in order to accommodate the growth in the west and questioned whether communication existed between the two cities.

Mayor Connors said Farmington and Kaysville have had joint city council meetings to find ways to connect the road. He asked Horrocks Engineering if the facility was being proposed in order to accommodate west Farmington and west Kaysville traffic. The facility would accommodate more regional-type traffic flow.

Mr. Mortimer said it was a combination of meeting regional and local traffic demands. The location was ideal because space was needed in order to accommodate ramps. He said that part of

the corridor has been preserved at the local level and stated that UDOT would not build a corridor that would end abruptly.

Max Forbush reminded residents that they belong to both the Farmington community as well as the Davis County community. He stated that extensive work and negotiation had been done with other communities, as well as UDOT, to find the best solution.

Kyle Stowell (1764 West Burke Lane) said he had an eight-year-old with autistic-like disabilities. In order to provide for his child's safety, he purchased an acre of property on a dead-end road 14 months ago. He had been assured by City Staff that the road would remain a dead-end. He was concerned that Burke Lane was now being considered as a through-street. He suggested the City find an alternative other than Burke Lane. He asked that traffic calming techniques be incorporated if the proposal were approved.

Sherri Simmons (1168 North 1500 West) said the proposal would have a major impact on her neighborhood since there would be two overpasses in the area. She asked Horrocks Engineering if Kaysville or Gentile Street could be possible options.

David Hale recommended the "fly over" occur at the rest stop or at Burton Lane. It would take the pressure off of the west side. It would also take the "fly over" from the people going north into Kaysville.

Paul Hayward asked if the plan should be disqualified due to the close proximity to the Park Lane Interchange.

Mr. Mortimer said the traffic would weave off of the freeway on the east side so it would not be too close. He said there would be traffic issues on southbound I-15 in the morning, but there would be less of an impact during evening traffic. He stated that northbound issues had been solved.

Mayor Connors informed citizens that every effort had been made to move the corridor to Kaysville but it was not a possibility.

Citizens questioned what problems the City was attempting to solve with the proposed interchange and how the solution would get traffic from the west side of Farmington to the east side. It was also questioned whether it were a regional or a local problem that was being addressed. It was determined that regardless of where the issues originated, the problems ended in Farmington so the City would need to find solutions.

West Farmington Major Collector Alternatives

Russell Youd stated there was a need for a southbound collector road on the west side of Farmington. 1100 West was proposed in the 1998 Master Transportation Plan. It was suggested by 1100 West residents that a road be created to run parallel and east of the UTA railroad tracks. **Mr. Youd** stated there could be funding and environmental issues, as well as issues relating to the fairgrounds.

Dave Petersen said the Planning Commission recommended placing more than one alternative on the plan. The Planning Commission was interested in the possibility of using the Cattle (Sheep) Road and wanted to explore whether issues could be resolved with the County. Otherwise, 1100 West would be the backup alternative.

Cheryl Farnsworth (287 S 1100 West) said her neighborhood was in favor of the road going along the east side of the railroad tracks. Their major concern with 1100 West was that it would adversely affect property frontage of the existing homes. She was concerned that residents would be backing out onto the street. There would also be issues with the fairground's traffic hauling trailers. She favored a 650 West alternative because it was designed to be a wider street.

Glenn Schimmelpennig (1100 West 387 South) proposed the road run adjacent to the railroad tracks. He felt residents would prefer the road affect their back yards rather than their front yards. 1100 West was one of the few remaining roads where horses could be ridden to the Fairgrounds. He suggested tabling the issue until matters could be resolved with the County.

Frank McCullough (1553 Ridgeview Circle) was in favor of the road following the railroad right-of-way rather than making a residential road the main corridor. East/west roads would be subservient to the major corridor getting through. He said it was important to have residents maintain their lifestyles.

Max Forbush informed the public that the City had met with the County and asked them to consider the road being built on the east side of the tracks. They were concerned about the Fairgrounds Parking. The County suggested the City purchase land for the County to utilize in exchange for the right-of-way.

Glenn Schimmelpennig (1100 West 387 South) stated a meeting with County Commissioner Dan McConkie had been arranged to discuss west side issues. He said they would address possible parking solutions at the meeting.

Other

Glenn Schimmelpennig (1100 West 387 South) was concerned about speeding in Farmington. He suggested there be strict penalties for speeding violations.

Mayor Connors said he would speak with Chief Hansen regarding the issue.

Public Hearing Closed

With no further comments, **Mayor Connors** closed the public hearing.

Council Members agreed to set a date for the Master Transportation Plan discussion at the City Council Meeting on May 18, 2005.

ADJOURNMENT

David Hale moved that the meeting adjourn at 10:30 P.M. **Susan Holmes** seconded the motion, which passed by unanimous vote.

Margy Lomax, City Recorder
Farmington City